

CLASSIFICATION SECRET/CONTROL/US OFFICIALS ONLY

Approved For Release 2006/02/06 : CIA-RDP82-00457R013100310010-5

COUNTRY Germany (Soviet Zone) REPORT

TOPIC Schoenefeld Airfield

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 8 July 1952

REFERENCES

25X1

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

RETURN TO CIA
LIBRARY

25X1

1.

2. On 21 May 1952, construction work at Schoenefeld airfield was completed. The construction project which had been ordered by SMA [] was accomplished in four stages. The estimated cost amounted to 44,533,597 eastmarks. The special construction bureau was deactivated on 31 March 1952.

25X1

3. The four construction stages were set forth as follows:

a. Stage I.

25X1

- I Runway, central radio station and flight control building
- II Reconditioning and grading
- III Fence
- IV Road by-pass to Diepensee
- V Tank installation, oil dump, motor vehicle filling station laboratory, gasoline piping, water mains
- VI Policing of construction site
- VII Disposal of iron scrap
- VIII Improvement of administration buildings, gas main, lighting facilities etc.
- IX Power plant
- X Horticultural work
- XI DF station
- XII Building for special passengers
- XIII Improvement of hangar 12

This stage necessitated an expenditure of 43,393,008.44 eastmarks.

b. Stage 2.

- I Improvement of hangar 2a
- II Improvement of hangar 9
- III Improvement of hangar 11
- IV Improvement of a tank installation

CLASSIFICATION

SECRET/CONTROL/US OFFICIALS ONLY

SECRET/CONTROL/US OFFICIALS ONLY

25X1

- 2 -

c. Stage 3.

- I Roof repair on tourist hotel
- II Painting work in hangar 12

The actual costs for the second and third stages amounted to 1,018,337.85 eastmarks.

d. Stage 4.

- I Improvement of hangar 3 in Diepensee
- II Construction of a swimming pool

Actual costs for the fourth section reached 293,097.67 eastmarks. Thus, the total costs were 44,704,443.96 eastmarks. (2)

4. Between 13 May and 9 June, an average of 4 U-2s and 5 or 6 Li-2s were parked on hardstand 35 of Schoenefeld airfield. (3) Almost every day between 4 and 4:30 a.m., two to four Li-2s took off from the field. The same number of Li-2s landed in the afternoons between 1 and 5 p.m.

(4) The airplanes seldom practiced take-offs and landings. No changes were observed in civilian air traffic. About 6:30 a.m. on 19 May, three Li-12s with green-white-red flags on their rudder assemblies landed outside the airfield. The planes carried strawberries from Bulgaria. They took off again between 8:30 and 9 a.m.

5. An unidentified number of new Soviet workers in civilian clothes was observed at the field.

Comments.

- (1) For original plan, see Annex.

(2) [REDACTED] 25X1

(3) [REDACTED] 25X1

(4) The U-2 and Li-2 planes belong to a military air transport unit the ground unit [REDACTED] 25X1

[REDACTED] The air unit was previously equipped with about 12 Li-2s and some U-2s. About six Li-2s were still observed in Schoenefeld after mid-May. It is possible that the remaining planes have been transferred to Rangsdorf airfield where, since mid-May, up to 5 Li-2s have been observed for the first time. If the aircraft in Rangsdorf should actually belong to the unit in Schoenefeld, it may be assumed that the air transport unit in Schoenefeld is directly subordinate to the GDRG headquarters which, after its transfer from Potsdam to Zossen-Wuensdorf, moved some of the aircraft in Schoenefeld to the neighboring airfield in Rangsdorf. It has been previously believed that the air transport unit in Schoenefeld was exclusively charged with air transport missions between the Soviet Zone of Germany and the U.S.S.R.

SECRET/CONTROL/US OFFICIALS ONLY